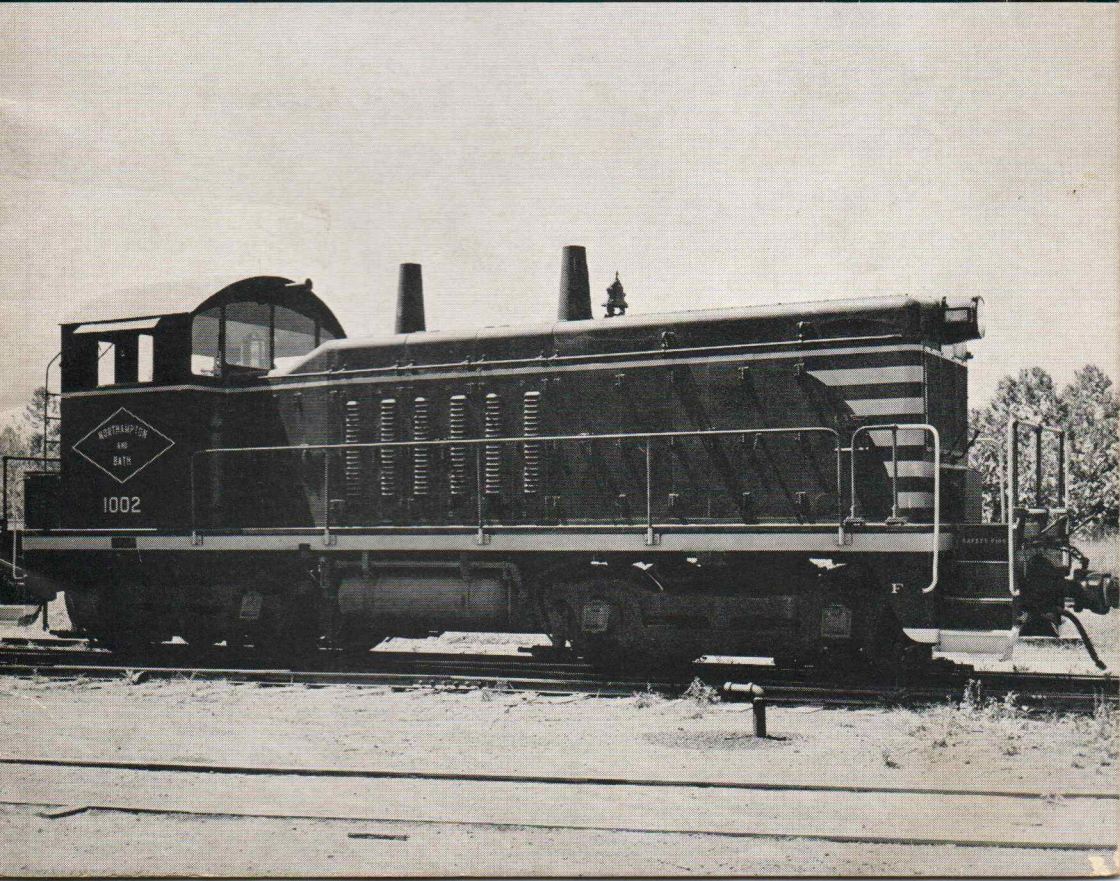
NORTHAMPTON and BATH Railroad Company



OFFICIALS

D. J. SMITH . . . . . *President*

D. T. HASTINGS . . . . . *Vice President*

H. J. GRANCE . . . . . *Secretary & Treasurer*

L. COURTNEY . . . . . *Comptroller*

C. W. BOLLMAN, JR. . . . . *General Purchasing Agent*

R. M. INGRAM . . . . . *Director of Labor Relations*

E. R. LATCHAW . . . . . *Superintendent*

C. G. ZELLNER . . . . . *Agent*

J. E. GRIFFITH . . . . . *Local Auditor*

C. B. REED . . . . . *General Yardmaster*

F. J. BLACK . . . . . *Supervisor of Motive Power & Equipment*

EXECUTIVE OFFICES
1517 Frick Building
Pittsburgh 19, Pennsylvania

LOCAL OFFICES
1019 Main Street
Northampton, Pennsylvania

THE Northampton and Bath Railroad was incorporated under the General Railroad Law of Pennsylvania in July, 1902.

It is a single track, Class II, common carrier railroad and extends from Northampton, Pa., 7.3 miles east through Navarro, Weaversville, Lerch's, Jacksonville and Bath to Bath Junction, Pa. It interchanges at Northampton with the Central Railroad of New Jersey; at Bath Junction with the Delaware, Lackawanna and Western and Lehigh and New England Railroads. It operates over approximately 12.80 miles of track.

In addition to through freight service, public team tracks are located at Northampton, Weaversville, Jacksonville and Bath for local tradesmen and farmers for both inbound and outbound traffic. Those at Northampton are "Shop Team Track" located just west of the Diesel Locomotive and Car Repair Shop and "Northampton Freight Station" on Main Street. Facilities are provided at Northampton Freight Station for handling of less than carload shipments, storage of freight awaiting delivery and unloading of automobiles, etc.

The Northampton and Bath Railroad serves the "Lehigh District," one of the earliest settled regions of eastern Pennsylvania, rich in pre-revolutionary lore and the largest cement producing area in the world, and also the first locality in which Portland Cement was produced in the United States. It runs through a rural section paralleled by a concrete highway in an area well suited for industrial use and well supplied with power and water.

Northampton, its Western terminal, is situated on the Lehigh River, well known in fable and song, within ten miles of Allentown and Bethlehem, two of the largest cities in Eastern Pennsylvania. It is conservatively estimated that at least 300,000 people are found within a radius of ten miles which provides an ample supply of all kinds of skilled and unskilled labor.

Through rates are maintained from its stations to and from all stations in the United States and Canada. Passenger service was operated between the years of 1907 and 1921 but was suspended early in 1921.

Prior to 1931 the Northampton and Bath Railroad relied on its connecting carriers for its entire supply of cars. In that year a program was inaugurated for the purchase of 215 all steel, 100,000 lb. capacity box cars and 50 all steel, 140,000 lb. capacity covered cement hopper cars.

In 1932 very exhaustive economic studies were made, with the

view of rehabilitating all locomotives that were obsolete and worn out. These studies covered new steam, gasoline-electric, butane-electric and diesel-electric. The result was the installation of an 800 HP diesel-electric locomotive in October, 1932. In 1934 a second 800 HP diesel-electric locomotive was placed in service. So the Northampton and Bath Railroad, in 1934, became the first common carrier railroad in the United States to be completely dieselized. In 1937 a third diesel-electric locomotive (1600 HP) was placed in service.

As a matter of history, it is interesting to note that when the Northampton and Bath placed its first diesel-electric locomotive in service there were approximately 60 such locomotives in service on the railroads of the United States and Canada. This included two 2660 HP two unit road locomotives on the Canadian National. As of December 31, 1954, the railroads of the United States had 23,550 diesel-electric locomotives in service, out of a total ownership of 32,761 locomotives of all types.

Due to age and obsolescence, the 1600 HP locomotive was retired from service on August 17, 1950. The two 800 HP locomotives were retired late in 1954 after more than 20 years of continuous service.

To replace these retired locomotives, the Northampton and Bath acquired two modern 1000 HP 125 ton General Motors Electro-Motive diesels in July of 1954.

A modern concrete office building and freight house is provided at 1019 Main Street, Northampton, Pa. for housing operating personnel and L.C.L. freight handling, etc.

A modern 150 ton track scale was installed in 1943, an interesting feature of which is a reinforced concrete deck. It is anticipated that within the near future a new modern yard office will be built at this scale, arranged so that all weighing can be handled direct from the yard office.

The locomotive and car repair shop is housed in a building of concrete construction, approximately 336 ft. long, 53 ft. wide and 31 ft. high.

Two locomotive repair tracks extend for about half the length of the building. That part of the shop floor used for heavy locomotive repairs is of re-inforced concrete construction of sufficient strength to permit the jacking of locomotives at any spot. The remaining floor is asphalt block with sand cushion on a concrete sub-base. The shop has an overhead 10 ton crane of which the crane runways are poured integral with the shop walls.

The shop office is located on a balcony from which all the operations of the shop are in full view. The shop is equipped with a modern wash and change room. It has a central heating system which

supplies heat for the shop working area, office and wash room. The locomotive repair pit is provided with vulcan fin-type radiators, so arranged that the entire output of the heating system can be used to de-ice trucks and underframes of the locomotives.

The car repair track extends the full length of the building. The car repair track is connected to an outside run-around track so that it can be served from either end. The purpose of this is that car repairs can be worked on an assembly-line method.

On the south side of the shop building a motor generator room is provided to house the electrical switchboard, air compressor and motor generator sets.

The electric service is fed by a 2300 volt, 3-phase, 60 cycle power line reduced to 440 volt, 3-phase, 60 cycle direct transformer. All shop lighting is on a 110 volt direct line.

Adjoining this motor generator room is a small pump house which houses the well and necessary water supply equipment. This water supply is so arranged that all wash water and boiler water is passed through a Culligan Water Softening System.

Portable electric and gasoline-driven welders and a gasoline-driven air compressor are housed in the shop and are used mainly for maintenance of way work.

Modern sand drying and fueling facilities are also provided.

A modern telephone line tied into the Bell Telephone Company board at the Main Office was put into service in 1951.

Public highway crossings on the main line are protected with modern flasher type signals.

On December 31, 1946 the Northampton and Bath Railroad Veterans' Association was formed with the aim of promoting good fellowship and building up a social relationship among the employees with the desire to create and preserve mutual interest in their common welfare. This Association consists of all employees from all departments who have been in the service of the company for five years or more. The organization was heartily accepted by the employees and enjoys the enthusiastic and full cooperation and support of the executives and officers of the company.

The Veterans' Association on the Northampton and Bath Railroad has been highly successful in accomplishing the above objectives. The spirit of cooperation and the employees' satisfaction of doing a good job over a long period of time are indications of good employment relations between the employees and the employers. There are 22% of the employees with 25 or more years of service and 15% of the employees with 35 or more years of service, representing 37% of all employees.

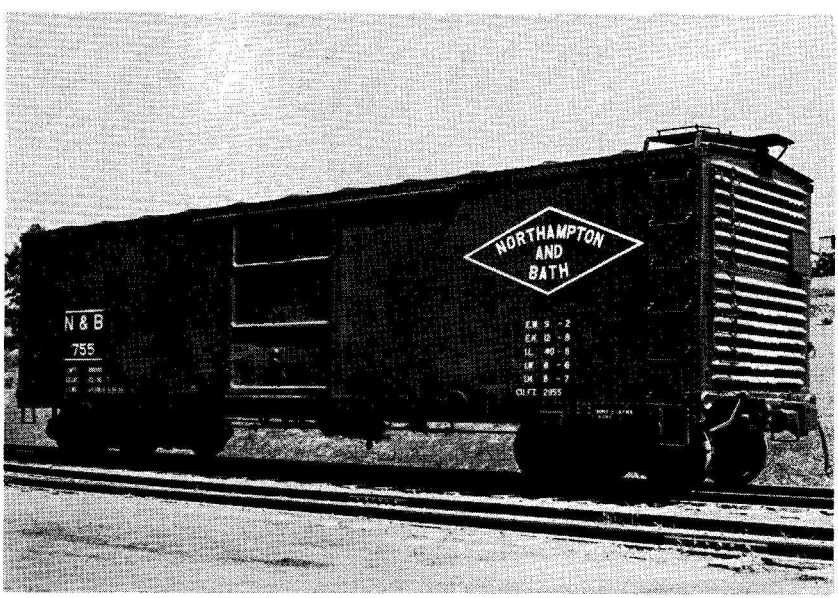
New officers and a new group of departmental representatives are elected and installed each year at the annual dinner held early in

the year. The organization sponsors an annual clambake for its members, which is one of the highlights of its social functions.

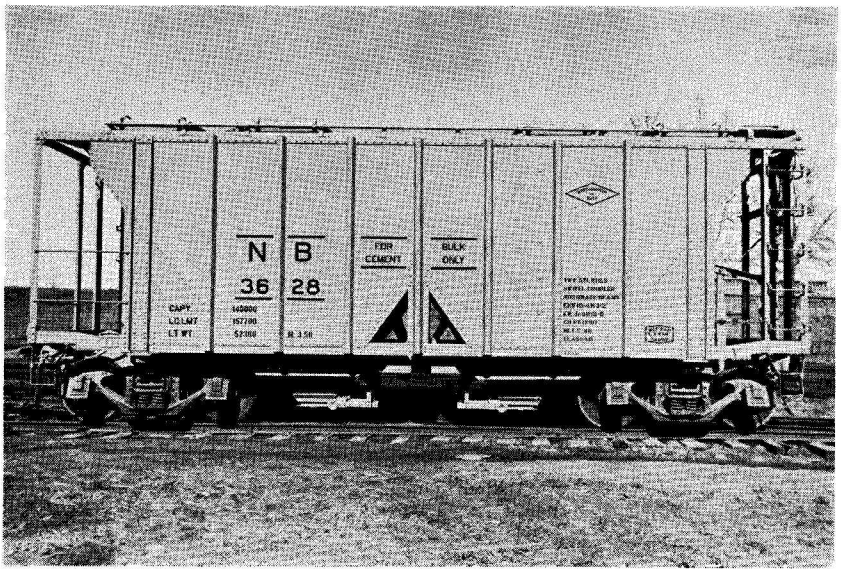
Watch for the person who wears a Northampton and Bath emblem of service. It means that he's an N&B veteran. From the day an employee starts working with N&B, he begins building towards his first service emblem which is presented after ten years of service. After ten years, a new emblem is presented at five-year intervals. The emblems presented for service up to 25 years contain a numeral indicating the number of years served. After 25 years, a special stone is included. A stainless steel watch is presented on the employee's fortieth anniversary and a gold watch upon retirement, if 45 years of service has been reached.

NORTHAMPTON

It is interesting to note that while the various sections of Northampton date back to the Revolutionary period the Borough of Northampton and the Northampton and Bath Railroad both celebrated their Fiftieth Birthday in 1952. As early as 1739 the advantages of Northampton for industries was recognized. Hugh Wilson, pioneer, and shrewd Scotchman obtained a grant of land from the Penns with Hokendauqua Creek water rights specified in the deed.



A modern Northampton & Bath box car



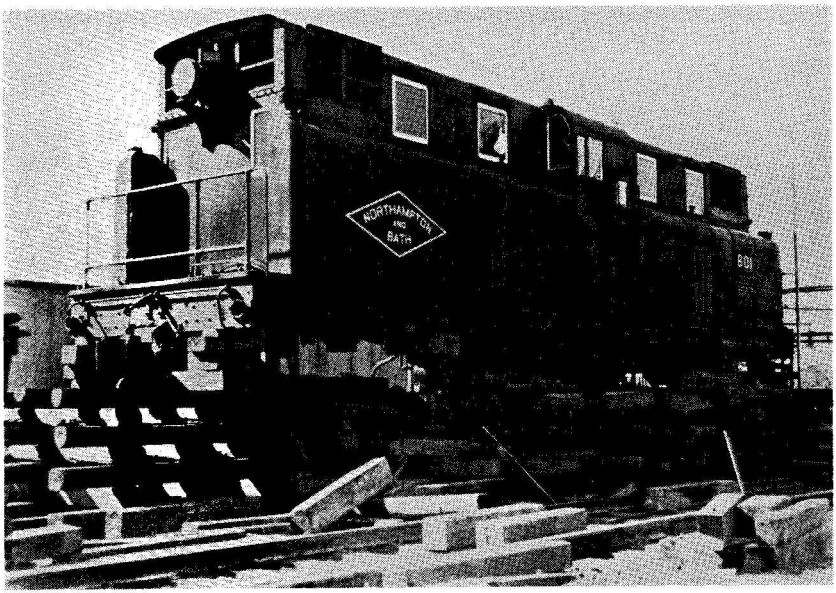
A modern Northampton & Bath cement hopper car, 70 ton

The Wilson block house, a place of refuge for the settlers in this vicinity is still standing on the property of the Universal Atlas Cement Company and is being preserved by them as a spot of historical interest.

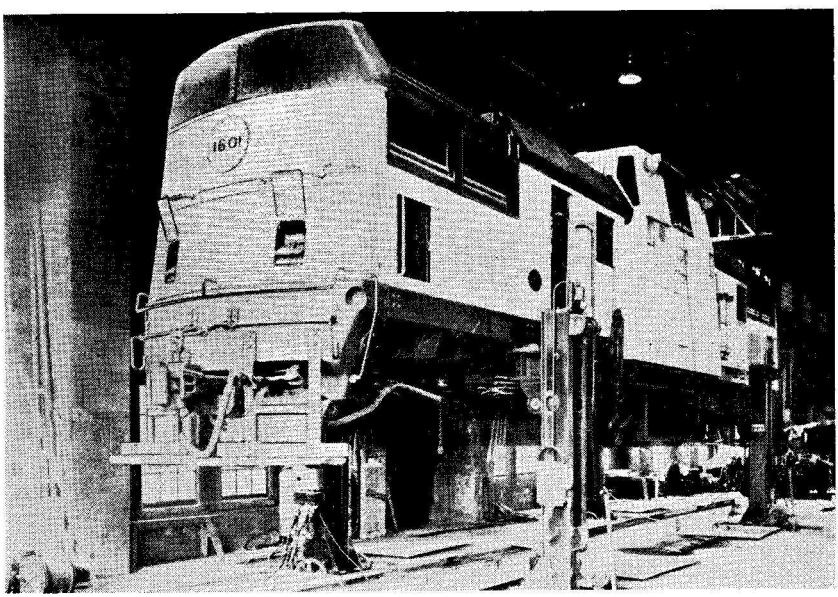
In a small cemetary burial place of colonial time (West 21st Street) there stands a monument to Col. John Siegfried by whose name the town of Northampton was known for many years. He first came into public notice in 1770 when he removed to the east bank of the Lehigh River at what became known as Siegfried's Bridge, where he conducted a store, a tavern and a ferry. This was the only ferry on the Lehigh River north of Allentown. John Siegfried was Lieutenant Colonel of the Third Battalion of the Northampton County Militia and it was upon him that Washington depended in matters pertaining to Northampton County, during the campaign in 1777.

Northampton is in the very heart of the largest cement producing section of America. Cement is made in the Lehigh Valley from cement rock, the deposit of which is one of the largest and purest found anywhere in the world.

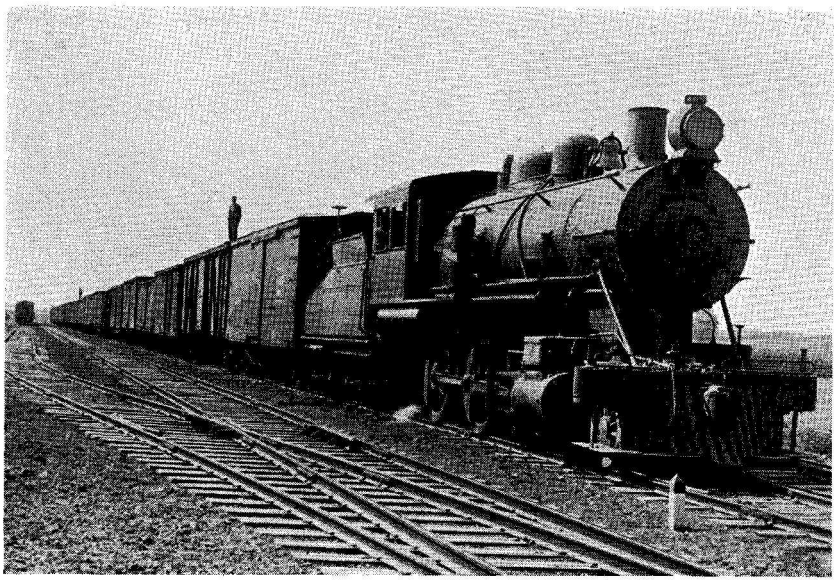
This cement rock was first discovered in 1826 at Siegfried's Bridge while the area was being surveyed for the construction of the Lehigh Canal through the Lehigh Valley. In the year 1850 cement was first manufactured at Siegfried's Bridge known as the Allen Mill. The quality of the rock, following the publicity the area received after



Original method of detrucking N&B Locomotive—1934



Modern method of detrucking a locomotive



An old Northampton & Bath steam train

A modern Northampton & Bath diesel train

the patenting of Portland Cement by David Saylor of Coplay in 1871, interested industrialists. In 1875 the first true Portland Cement was produced.

The predominant industry is the manufacturing of Portland Cement, with numerous plants in this region.

A portion of the land paralleling the Northampton and Bath Railroad between Northampton and Bath was owned by Chief Justice William Allen who in 1766 conveyed it to his son, Andrew Allen. The latter, by written Articles of Agreement, on May 1, 1776 sold the same to John Lattimore. It was sold for four pounds ten shillings per acre, but before Lattimore had paid all of the purchase money, Benjamin Franklin, then President of the Supreme Executive Council of Pennsylvania, seized and confiscated all of Andrew Allen's land, accusing Allen of high treason, for having adhered to and knowingly and willingly aided and assisted the enemies of this state and of the United States by having joined their armies. His lands were sold by the state and bought with Continental money. In the Treaty of Peace at Paris on September 3, 1873, it was agreed that the property of the Tories should be respected. This agreement was not kept and the Tories were treated so badly that many left this area. Those who did not leave paid for their lands twice.

WEAVERSVILLE

A small town about two and one half miles east of Northampton known as Weaversville is full of historic interest and was in the seventies known as Hays' Mill. Captain Hays was of Irish origin and became a great patriot.

Captain Hays and his company of 45 men during the building of frontier forts were ordered to the Lehigh Gap area, not alone to guard the material that was there, but in addition to assist in building Fort Gnadenhutten. This proved to be an unfortunate assignment for Captain Hays' company of Scotch-Irish in that they were ambushed by the Indians and well nigh cut to pieces.

When the news of the killing and destruction of the Indians reached Philadelphia, in the year 1755, Benjamin Franklin was put in charge of two military defenses of Northampton County arriving in Bethlehem on December 17, 1755, in company with Commissioners Fox and Hamilton and a company of militia numbering 50 men. The military divided their time between Bethlehem and Easton. At the latter place they found their arms, ammunition and hogshead of rum which had been sent there by one William Parsons pending their arrival. Franklin and his men started for the mountains to select sites for frontier forts as the protection against marauding Indians. It was during this journey that he learned of Captain Hays

company's misfortune. On January 14, 1756, he wrote to the Governor, from Bethlehem:—

"Sir:

"As we drew near this place we met a number of wagons and many people moving off with their effects and families from the Irish settlement and Lehi township, being terrified by the defeat of Hays' company, and the burnings and murders committed in the township on New Year's day. We found this place filled with refugees, the workmen's shops and even cellars being crowded with women and children; and we learned that Lehi township is almost entirely abandoned by the inhabitants. Soon after my arrival here, the principal people of the Irish settlement, as Wilson, elder Craig, etc., came to me and demanded an addition of 30 men to Craig's company, or threatened they would immediately one and all leave that county to the enemy. Hays' company was reduced to 18 men (and those without shoes, stockings, blankets or arms) partly by the loss at Gnadenhutten, and partly by desertion. Trump and Aston had made but slow progress in building the first fort, complaining for want of tools, which it was thought the people in those parts might have supplied them with. Wayne's company we found posted at Nazareth agreeable to your honor's orders. I immediately directed Hays to complete his company and he went down to Bucks County with Mr. Beatty, who promised to assist him in recruiting. His lieutenant lies here lame with frozen feet and unfit for action. But the ensign, with 18 men, is posted among the present frontier inhabitants to give some satisfaction to the settlement people, as I refused to increase Craig's company, etc."

In constructing the Gnadenhutten Fort, Franklin experienced some difficulty in keeping his men at work, for in his autobiography he writes:

"We had for our chaplain, a zealous Presbyterian Minister, Mr. Beatty, who complained to me that the men did not generally attend his prayers and exhortations. When they enlist, they were promised, besides pay and provisions, a gill of rum a day, which was punctually served out to them, half in the morning, and the other half in the evening; and I observed they were as punctual at attending to receive it; upon which I said to Mr. Beatty, 'It is perhaps, below the dignity of your profession to act as steward of the rum, but if you were to deal it out, and only just after prayers, you would have them all about you.' He liked the thought, undertook the office, and, with the help of a few hands to measure out the liquor, executed it to satisfaction, and never were prayers more generally and more punctually attended; so that I thought this method preferable to the punishment inflicted by some military laws for non-attendance on divine service."

The Chaplain, Rev. Charles Beatty, was called to the Forks of Neshaminy Presbyterian Church in 1743, and served from 1752 to 1760 as supply pastor of the Allen Township Presbyterian congregation, preaching in the old log church that stood on the south side of Craig's Meadow, near the present Weaversville Church, having as his parishioners the Craigs, Wilsons, Hays and other Scotch-Irish families. It was in this old church that David Brainerd preached to the Indians in 1744. Brainerd and Beatty were close friends.

LERCH'S

A short distance north of the highway crossing stood the famous Washington Friendship Tree—symbol of National Unity.

While the tree itself was removed only a few years ago following severe damage during a very heavy storm, its history is indeed unique. It stood on the old General Brown estate, a General of the Revolutionary War days' fame, now the property of the Lehigh Portland Cement Company. Its name, "The Washington Friendship Tree," hearkens the friendship which the father of his country, a great lover of trees and a student of their care, held for General Brown.

General Henry Lee, known as "Light Horse Harry," and Washington were very close friends. He presented Washington with 12 horse chestnut saplings for planting in his famous Mount Vernon garden. Two of these saplings Washington presented to his good friend and compatriot, General Brown. These two were carried homeward, near Bath, and the General planted them on his estate. Some years ago Asa K. McIlhaney nominated the tree for the "Hall of Fame." In its years of existence, it has received the plaudits of many, including the praises of James Russell Lowell.

Its seeds in 1928, when it had a particularly large crop were sent to Barbara Bayne, tree historian, who conceived the idea of perpetuating the history and spreading its glory through these United States, its territories and possessions.

Its roots, through the planting of nuts gathered from the tree, occupy prominent places in many national shrines. Nuts have been planted on the National and State capitol grounds, in Independence Square, and in a grove at Mount Vernon to be known as the Washington Friendship Grove.

Approaching Lerch's Station a barn to the west will be observed and to the rear a stone structure with many port holes will also be noticed.

This is known as Fort Ralston.

It was built in 1757, during the French and Indian War, as a

house of refuge and defense against the red men. It was strongly built of stone, provided with immense fireplaces on two floors, and had a spring in the cellar to provide the water, and port holes for the trusty pioneer's rifle, while about it circled a stockade from which defense was made. "Frontier Forts of Pennsylvania" recites a horrible tale of the bloodiest butchery that occurred in this place in 1763 when white victims fell a prey to the savage tomahawk and when Fort Ralston played an important part in the sad drama.

Here also on this tract of land lived the Rev. John Rosbrugh.

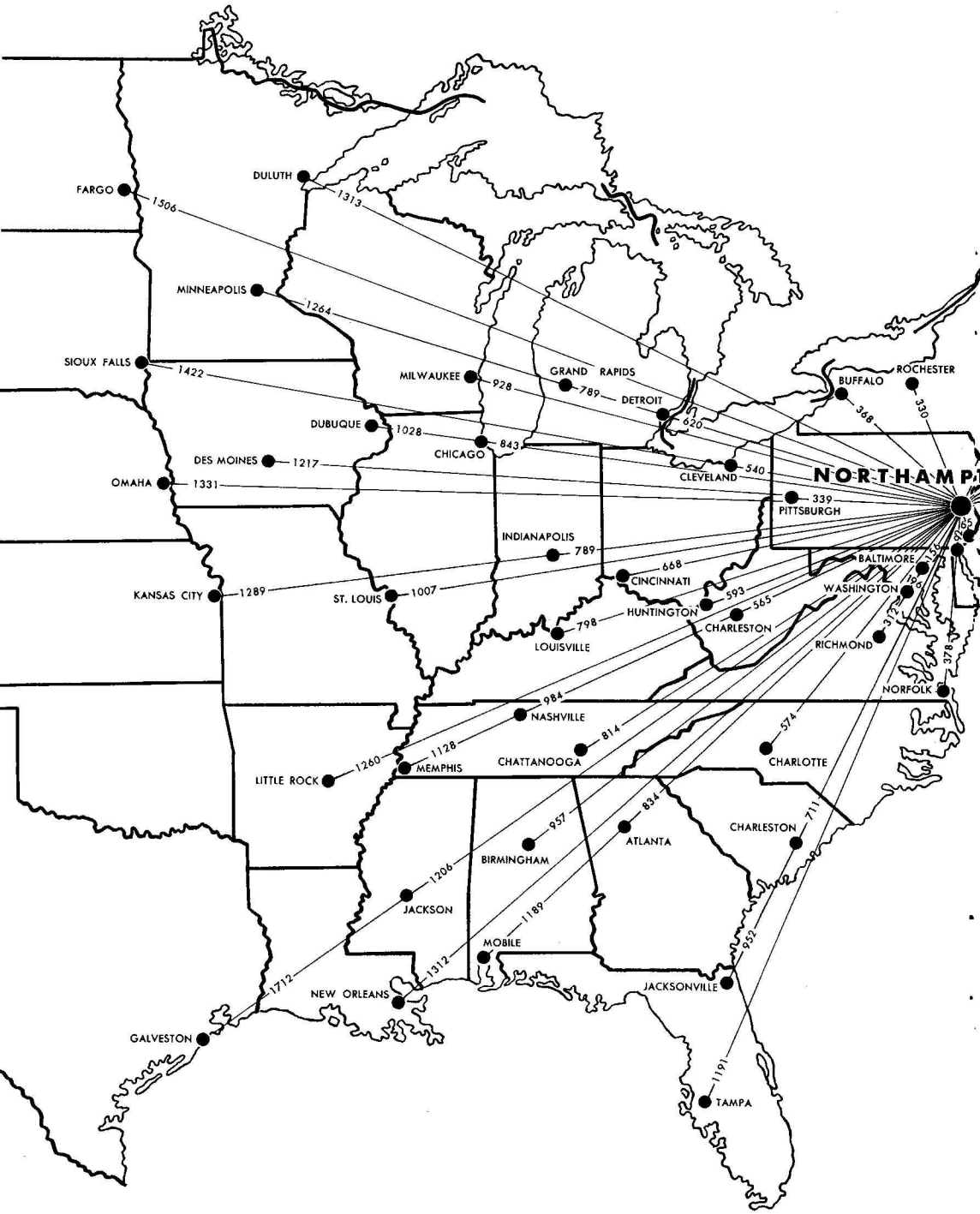
Rev. John Rosbrugh, who volunteered in the county militia in 1776, was killed at the battle of Trenton. In response to the call of General Washington, he led a company of militia from his own congregation to the front, and was, on Christmas Day, elected chaplain of the Third Battalion, Northampton County Militia, and is referred to as the "Clerical Martyr of the Revolution." From an old record we learn that on a cold winter Sunday (December 16, 1776) Rev. John Rosbrugh read aloud in church, at the conclusion of the morning service, a letter from General Washington asking for volunteers for the defense of Pennsylvania after the unfortunate battles around New York. After he read the letter he stated that on the morrow he would lead all, who would volunteer, to the great general.

Almost to a man all the men of the congregation volunteered and December 18, the clergyman started out, with his band of Scotch-Irish parishioners for Philadelphia to join Washington and his troops, where they arrived several days before Christmas.

JACKSONVILLE

At the highway crossing, a black top road diverges in a southeastern direction adjacent to the community of Jacksonville where the old Wolf Academy stands. George Wolf, the seventh Governor of the state of Pennsylvania and the founder of the public school system of Pennsylvania, was probably its most illustrious pupil and he was for a time its teacher. It was erected in 1785 and Robert Andrews, M.A., graduate of Trinity College, Dublin, was engaged as its first principal. This institution continued for forty years.

The early background of Governor Wolf and his latter day achievements in public life are gripping. His father was a hard headed and hard fisted German. He did not believe in education and told his Scotch-Irish neighbors he thought it a waste of time to send a boy to school and that he "better stick to the plough" or "learn a trade." "Why," said one of his neighbors, "if you educate your boy, he might become governor of the state of Pennsylvania." "Ha, Ha," laughed the father, "dat would be sumdings funny if my


FARGO
1506
DULUTH
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MINNEAPOLIS
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SIOUX FALLS
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MILWAUKEE
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GRAND RAPIDS
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DETROIT
620
BUFFALO
368
ROCHESTER
330
DUBUQUE
1028
CHICAGO
843
DES MOINES
1217
CLEVELAND
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OMAHA
1331
PITTSBURGH
339
NORTHAMP
INDIANAPOLIS
789
BALTIMORE
KANSAS CITY
1289
ST. LOUIS
1007
CINCINNATI
668
WASHINGTON
HUNTINGTON
593
CHARLESTON
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LOUISVILLE
798
RICHMOND
NORFOLK
NASHVILLE
984
LITTLE ROCK
1260
MEMPHIS
1128
CHATTANOOGA
814
CHARLOTTE
574
CHARLESTON
711
ATLANTA
834
BIRMINGHAM
957
JACKSON
1206
MOBILE
1189
NEW ORLEANS
1312
1712
JACKSONVILLE
952
GALVESTON
TAMPA
1191

GEOGRAPHIC LOCATION OF

Northampton and Bath Railroad

SHOWING DISTANCE BY RAILROAD TO IMPORTANT CITIES

Scale: Miles 50 100 200 300

boy 'Chorchey' ever amounded to sumdings." This flattery of his neighbors caused him to decide to invest in the school house and have his son enroll there. After completing his studies in this school, where he was trained in the use of good English, as well as in the classics, he pursued a college course and at the same time he took upon himself the study of law under Judge Ross, of Easton. Later he became one of the Judges of the Supreme Court of Pennsylvania. In 1824 he was elected to Congress and re-elected in 1826. On March 4th, 1829, the Democratic Party nominated him as their candidate for Governor, and he was elected without opposition and re-elected in 1832 but defeated in 1835 owing to a split in his party. President Martin Van Buren made him the first Comptroller of the Treasury and later Collector of the Port of Philadelphia which post he held until March 11th, 1840, the date of his decease.

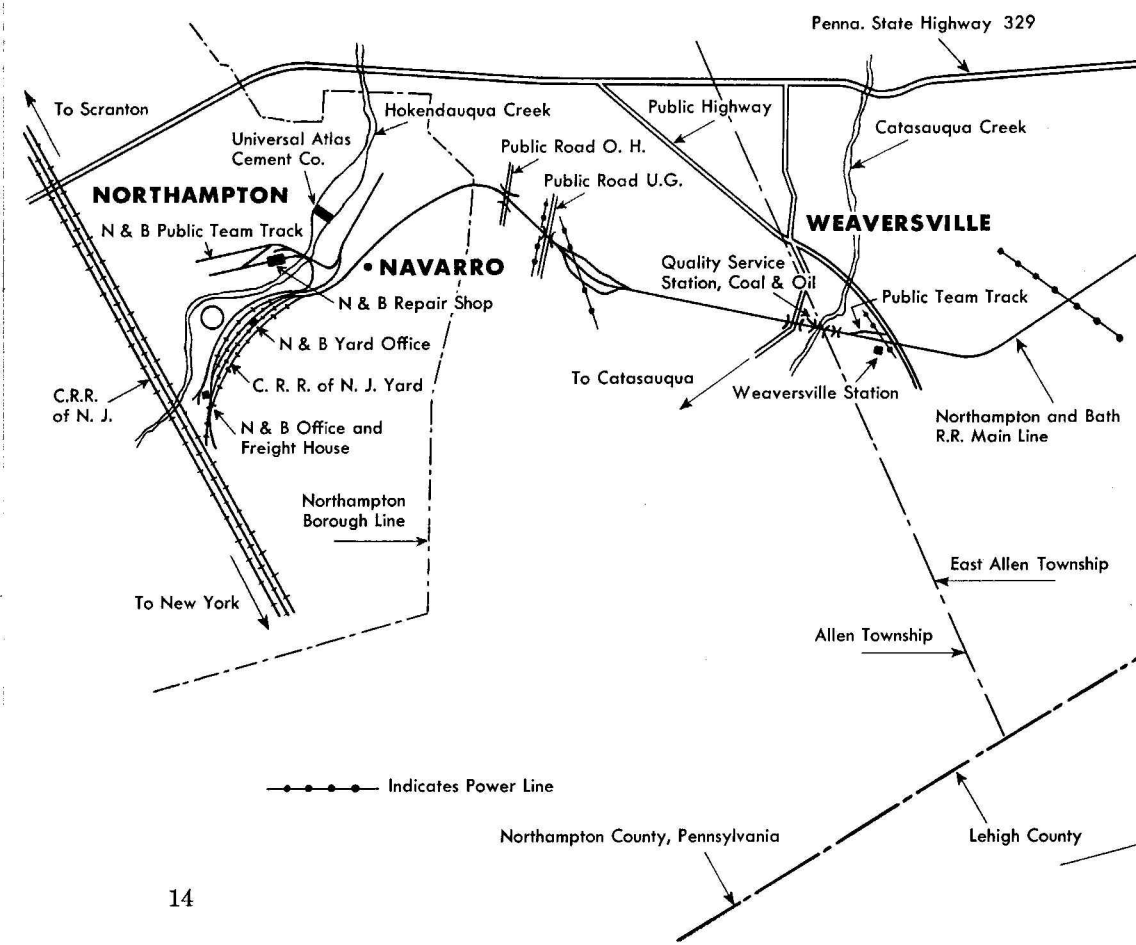
During his second term of office in 1832 Gov. Wolf renewed his recommendation for the passage of a general education law. He wrote "we are expending millions for the improvement of the physical condition of the state but we have not appropriated a single dollar that is available for the intellectual improvement of its youth, in a moral and political point of view, which is of ten-fold more consequence either as respects the moral influence of the state or political power and safety."

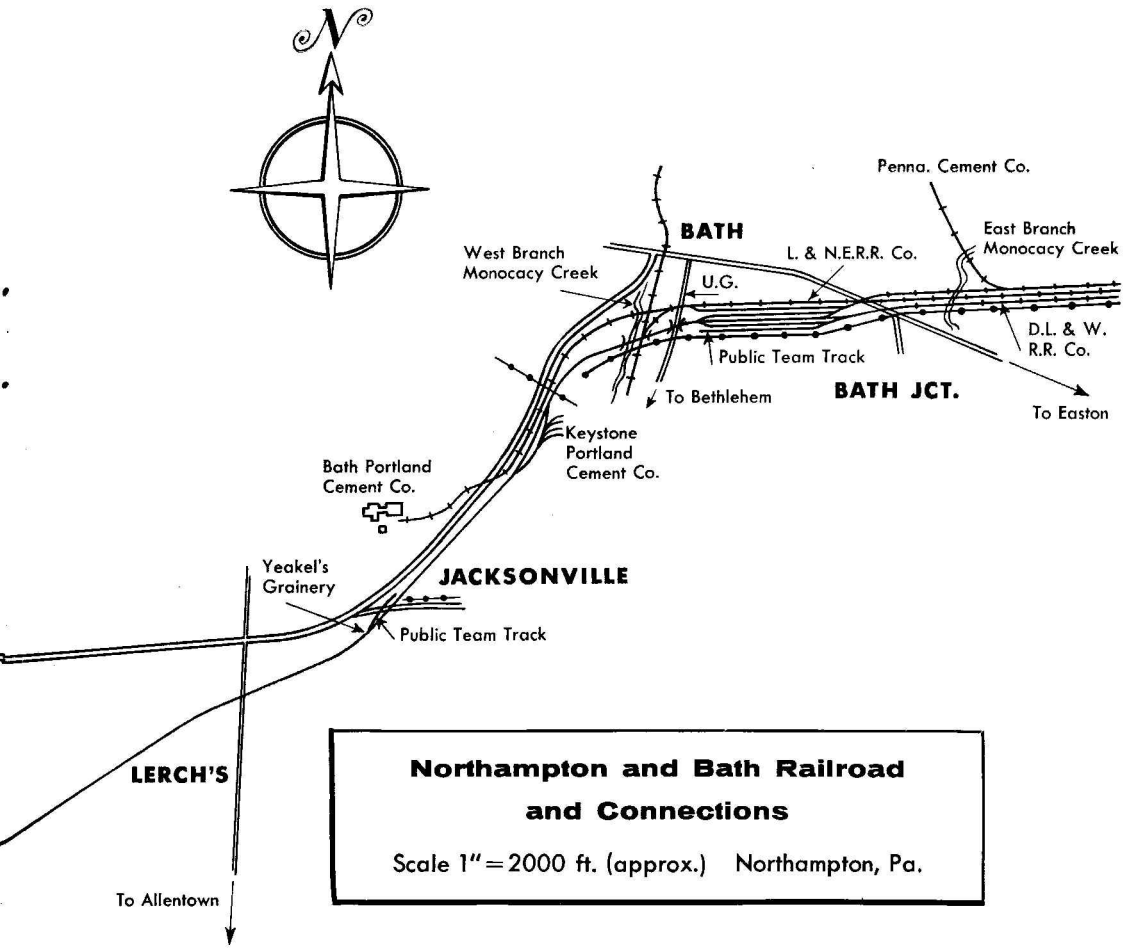
After the passage of the Act, April 1st, 1834, an attempt was made to repeal it.

This brought Thaddeus Stevens (later a great national figure), the greatest defender of our school system, into prominence. He was the political opponent of Gov. Wolf but did not allow his politics

to keep him silent when the children of the commonwealth were likely to suffer. When the act to repeal the law of 1834 passed the Senate and was about to pass the House, Mr. Stevens delivered one of the greatest speeches that ever rang through the halls of legislation. He said:—

"I have seen the present Chief of the Commonwealth violently assailed as the progenitor and father of this law. I am not the eulogist of that gentleman, but he deserves the undying gratitude of the people for the stern, untiring zeal which he manifested in favor of common school. But, if it should come to that, if that should be made a strong point in which we are to cast our suffrages, if the opponent of education were my most intimate, personal and political friend, and the free school candidate, my most obnoxious enemy, I should deem it my duty as a patriot in the movement of our intellectual crisis to forget all other consideration and place myself unhesitatingly and cordially in the ranks of him whose banners stream in

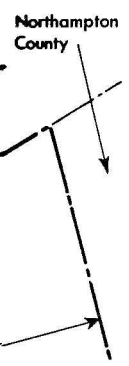




Northampton and Bath Railroad and Connections

Scale 1" = 2000 ft. (approx.) Northampton, Pa.

light. Cast your vote that the blessing of education shall be conferred on every son of Pennsylvania—shall be carried home to the poorest child of the poorest inhabitant of the meanest hut of your mountains so there even he may be prepared to act well his part in this land of free men, and lay on earth a broad and solid foundation for that enduring knowledge which goes on unceasing through an increasing eternity."



BATH

In the loveliest of green valleys of eastern Pennsylvania, like a gem in its setting, nestles Bath, an old time municipality. It is the centre of Northampton County and it is eight miles north of Bethlehem and eleven miles northwest of Easton, the shire town. It is situated on the head waters of the winding "Monoquasy,"—an Indian word meaning "streams with several large bends."

Bath was founded by the Scotch-Irish or Ulster Scots, named

after an English City, and is owned and inhabited chiefly by the Pennsylvania Germans. Originally it formed part of the Craig or "Irish Settlement," and the territory was named Allen Township in honour of Chief Justice William Allen, who became proprietor about 1740. The Craig, Ralston, Lattimore, McCord, McCook, McConnell, Brown, Sterling, Horner and Wilson Families composed the pioneer band of Ulster Scots who first settled in Bath and in the immediate vicinity.

The ancestors, driven by religious persecution from their native highlands in the 17th century, the remnants of many a noble clan, sought temporary refuge in the province of Ulster, in Ireland, whence their descendants, between 1720 and 1740, set upon a new career toward a strange land. Bidding the old and feeble farewell forever, they turned their backs upon the past, and with sad hearts, leaving the green fields and flowers behind, went down from their native hills to the sea, to return no more, safe in tender memories. After 1727 these Scotch-Irish emigrants landed in Philadelphia towards Capes Henlopen and May where the tides of the Ocean lap the shores of Pennsylvania. They followed the course of the rivers and small streams, invariably seeking soil which could be easily cleared and which abounded in never-failing springs of clear water. Soon the hills and valleys of Pennsylvania's frontier were peopled with a sturdy, rugged race that was destined to play an important part in the foundation of our national character. They were English in speech, Scotch in blood, Irish by adoption, and Presbyterian in faith. American historians are now beginning to render them justice.

As stated before, Bath was once a part of the "Craig Settlement," presumably so named on account of the Craigs who undoubtedly were the leaders among these immigrants. Later it became known as the "Irish Settlement," a designation it bears to this day. It is a region of unsurpassed beauty, of great fertility, and, besides, so rich in historic association. It was the first settled portion of the Forks of the Delaware, the tract of land inclosed by the Lehigh and Delaware rivers and the Blue Mountains. The Forks was inhabited by the Delaware Indians, who held it tributary to the Iroquois.

NORTHAMPTON
AND
BATH